

**SCOTTSDALE AIRPORT ADVISORY COMMISSION  
15000 NORTH AIRPORT DRIVE, SCOTTSDALE, AZ**

**MAY 12, 2004  
REGULAR MEETING**

**MINUTES**

<b>PRESENT:</b>	Donald Maxwell, Chairman Tom Guilfooy	Bill Mack Mike Osborne
<b>ABSENT:</b>	Leonard Tinnan, Vice Chairman	Fred Madanick Phil Vickers
<b>STAFF:</b>	Scott Gray, Aviation Director Mary O'Connor, GM, Transportation	Jennifer Lewis, Aviation Planner

**CALL TO ORDER**

Chairman Maxwell called the meeting to order at 6:00 p.m.

**ROLL CALL**

A formal roll call confirmed members present /absent as stated above.

**APPROVAL OF MINUTES**

**Item 1 - Action**

Approval of the Minutes of the March 10, 2004 Meeting.

Approval of the minutes of the March 10, 2004 meeting were deferred from the April 21<sup>st</sup> meeting to make corrections recommended by Vice Chairman Tinnan. Commissioner Osborne made a motion to approve the minutes of the March 10, 2004 meeting as corrected. Commissioner Mack seconded the motion and the minutes were approved by a vote of 4-0.

**Item 2 – Action**

Approval of the Minutes of the April 21<sup>st</sup> Joint Meeting with the City Council Subcommittee on Regional Aviation Issues.

Mr. Gray informed the Commission that Vice Chairman Tinnan's recommended changes to the draft minutes of the April 21<sup>st</sup> Joint Meeting have been incorporated. Commissioner Mack made a motion to approve the minutes of the April 21<sup>st</sup> Joint Meeting as printed. Commissioner Osborne seconded the motion and the minutes were approved by a vote of 4-0.

**PUBLIC COMMENT**

There were no public comments.

**AERONAUTICAL BUSINESS PERMIT(S)**

**Item 3 – Information**

Aeronautical Business Permit Additions, Cancellations, or Revocations.

Mr. Gray noted the addition of Baker Aviation that was approved at the last month's meeting, and the cancellation of Davis Custom Detailing at the permittee's request.

## **GENERAL BUSINESS**

### **Item 4 - Action**

Recommended Changes to the Airport Minimum Operating Standards Requiring Additional Reporting and Implementation Measures in the Approved Wash Plan (AWP) for each Mobile Aircraft Washing Services Operator.

Ms. Jennifer Lewis stated the purpose of the changes is to modify the approved wash plan requirement to require a copy of the approved wash plan on-site at each wash location, and request each operator to maintain records that indicate the aircraft washed each month. Currently, the aircraft washing services operators are required to maintain an Approved Wash Plan. However, there was a need for clarification of the requirements. Ms. Lewis stated the recommendation is for the Commission to approve the proposed changes to the Minimum Operating Standards.

Chairman Maxwell introduce Mr. Robert Kopec of Aero Care a mobile aircraft washing service operator. Mr. Kopec stated he is in favor of the proposed changes as it would alleviate a lot of subjectivity as to how they should do things.

Ms. Lewis added they recommend that aircraft washers use the wash pad and wash rack facilities. However, they are trying to be flexible until they can install additional facilities. Currently there is only one wash rack and one wash pad. Ms. Lewis stated there are plans to install a second wash rack.

Commissioner Mack made a motion to approve the recommended changes as printed to the Airport Minimum Operations Standards requiring additional reporting and implementation measures in the Approved Wash Plan (AWP) for each mobile aircraft washing services operator.

Commissioner Osborne seconded the motion and it passed by a vote of 4-0.

### **Item 5 – Action**

Recommend Changes to the Airport Rules and Regulations Pertaining to Aircraft Washing and Waste Water Disposal.

Ms. Lewis advised the Commission the purpose of the recommended changes is to require that all aircraft washing be conducted at an approved wash rack or pad or by mobile aircraft washing services operators, to require aircraft maintenance hangars be equipped with oil/water separators or another approved disposal method, and to restrict waste water disposal to the sewer or safe drains if it doesn't contain hazardous waste. Ms. Lewis stated the key considerations are aircraft washing is a source of environmental contamination and pavement deterioration. The proposed changes address the most frequently observed offenses and meet ADEQ requirements.

Commissioner Guilfooy inquired how many hangars do not have oil/water separators. Ms. Lewis responded she was not sure how many, but the requirement wouldn't be for all of them to have oil/water separators, it would be to have an oil/water separator or another approved method of disposal.

Commissioner Guilfooy inquired if it was clear what other approved methods of disposal would be and where would they obtain that information. Ms. Lewis responded they would come to airport staff and discuss what some of the other operators do. She added all of the approved maintenance facilities do have oil/water separators.

Commissioner Mack made a motion to approve the recommended changes to the Airport Rules and regulations pertaining to aircraft washing and waste water disposal. Commissioner Guilfooy seconded the motion and it passed by a vote of 4-0.

## **PILOT/COMMUNITY OUTREACH UPDATE**

### **6. Information**

#### **April 2004 Noise Report.**

Ms. Lewis stated the noise report is in the new format. Ms. Lewis indicated there was an error in the calculation under total calls, however a corrected sheet has been provided tonight. Ms. Lewis stated there were 11 callers out of 58 that accounted for 94 percent of the total local complaints; there were 14 new callers in April. Total complaints were down slightly from March, however, local complaints increased by 176 calls.

Ms. Lewis added there were 23 Stage 2 aircraft letters and 48 voluntary curfew letters sent out relating to operations in March. Based on comments and suggestions received from the Commission and aircraft operators, staff incorporated those changes into drafts of the new letters. Staff proposes to use the new version this month for operations that occurred in April.

Chairman Maxwell inquired if any of the 48 voluntary curfew letters that went out were duplicates. He added if they have signed a pledge, they are already aware and informed. Ms. Lewis responded they generally send out one letter every three months to repeat operators. Ms. Lewis stated it is an effective way of making pilots aware of the program, but they are also concerned that the appropriate operator may not receive the letter, since they address it based on registered owner, and in many cases that is not the person who actually operated the aircraft.

Mr. Gray added if we have a voluntary curfew program and we don't tell people about it then it is really not doing much good so the goal was to inform pilots and in most cases once the pilots are informed there is a program they make every attempt to comply. Mr. Gray added in the case of medical or law enforcement operations they would be exempt even if it were a mandatory program and we have to understand that some operators will be conducting this type of activity.

Chairman Maxwell stated if someone has already signed a pledge they are obviously already aware of the program so if they subsequently fly during curfew there is a good reason and they shouldn't have to get another letter.

Mr. Gray stated all they are able to identify is the aircraft, which could have a number of pilots who fly it, for example charters and flight schools, therefore, they send the letter to the registered owner. Mr. Gray recalled when they first started the program the language in the letters was a little harsh, and they were sending them every month. However, with input from the Commission, as well as pilots, they modified the letters and only send them every three months.

Commissioner Guilfooy added that a corporate pilot is probably the last person in the chain to be made aware of anything, since he is technically the "driver", and is going to go where he is told. Commissioner Guilfooy suggested the dispatchers are the people that we need to reach to make them aware that there is a voluntary curfew and noise abatement procedures and they could provide that information to their pilots. Mr. Gray stated that was an excellent idea. He noted there is an upcoming dispatcher conference hosted by NBAA and staff will contact AZBAA to see if they can assist in getting the information to the dispatchers.

Commissioner Mack asked if the gentleman from the 105<sup>th</sup> Street and Thunderbird area who made 224 calls was a new resident. Ms. Lewis responded that the gentleman submits his complaints via the internet and doesn't provide a phone number. She added he has been contacted on a couple of occasions as he has been complaining since 2002, however, he no longer requests to be contacted.

Commissioner Guilfooy asked if the 14 new callers have been surveyed as to what their calls are about. Ms. Lewis stated that they only contact callers if they request it. She added that of the 14, only 5 or 6 requested a call back, and she did not recall what their issue was. Commissioner Guilfooy stated he thought that was the purpose of identifying what the new callers were calling about so they could identify a baseline of new respondents, rather than chronic respondents. Ms. Lewis stated when callers request a call back, the operations staff initially speak with them, and she has not personally spoken with any of the

new callers. Commissioner Guilfoxy stated it could be possible that it was just one jet on one day and that would be helpful to know. Ms. Lewis stated the information is in their complaint database and she can look it up and provide it to him.

Chairman Maxwell inquired if any other airports are receiving noise complaints via the Internet or have a similar procedure as Scottsdale's. Ms. Lewis responded the only place she could think of in this area was Sky Harbor, and they also take the complaints from Deer Valley and Phoenix Goodyear Airports as well. Commissioner Mack suggested why don't they take it off the Internet and only take them by telephone. Mr. Gray stated one of the reasons they added the Internet feature was to reduce the amount of staff resources they would need in order to respond to what was at the time over 10,000 complaints.

Chairman Maxwell stated it is frustrating to get the noise reports and not be able to do anything with them. He added it is important to inform the community that the flight pattern of Scottsdale hasn't changed, why they can and cannot do certain things, and what they do not have any control over. Mr. Gray stated that is a major element in their pilot/community outreach program and noted that Ms. Lewis sent out over 200 letters to the homeowner associations within 5 miles of the airport. To-date they have presented at two homeowner association meetings and have put the message out that they are willing to come to any meeting at any time to keep them informed. Mr. Gray added they also speak at Kiwanis, Rotary and other service organizations and realtor groups as part of their community outreach.

Commissioner Guilfoxy noted that Chandler Municipal Airport is the 57<sup>th</sup> busiest airport in the country, busier than Scottsdale, has two runways, has predominately single engine pistons, some jets, lots of helicopters and they receive on average about 12-20 noise complaint calls per month and many of those come from special air space use for aerobatics boxes southeast and southwest of the airport. He added it amazes him when he's at a Chandler Commission meeting and they say how busy it was with 20 noise complaints. Their citizenry is becoming very similar, large residential around the airport, and he does not know what makes the Scottsdale noise system so special.

Mr. Gray stated the average number of complaints that we used to receive was somewhere in the 30-40 average per month. However, Chandler Airport is still somewhat rural, whereas we have close residential areas. Mr. Gray noted the major change came with Northwest 2000, and once Northwest 2000 became a known public document, which many people misunderstood, people became more aware and now every airplane is noticed by the citizens.

Commissioner Maxwell inquired what it cost last year for noise complaints. Mr. Gray stated if he was referring to staff resources, it entailed one full-time staff person that takes care of environmental and noise issues which takes up the majority their time. Mr. Gray noted when he started with the City many years ago, it was for the sole purpose of answering noise complaints, in addition to operational-type activities. He added the operations staff was created back in the 1990's to respond to citizens' noise complaints, and it is our goal to reduce the number of complaints.

Chairman Maxwell stated that some callers believe the City controls the airspace in and around the airport, although they have been told it is the FAA and the City cannot do anything about it. He believes if they can at least get the new callers to understand that it would be helpful.

Commissioner Mack inquired about the Channel 11 video they were going to produce. Mr. Gray responded that the production is still in process and some filming has already taken place. He added there will be two different videos; one concerns security, noise abatement, pilot education, and the other one is for community education. Mr. Gray said he was hopeful the pilot education video will be available within the next month or so. Mr. Gray added they are also looking at other videos such as AOPA's Fly Friendly video, and one from the NBAA.

Commissioner Mack said part of the video should state in big letters that we do not control the airplanes over resident's houses, the traffic over the airport, or the noise it makes. He added people can be notified when the video is coming through a notice with their water bill.

## **OPERATIONS UPDATE**

### **7. Information**

Review of Airport Operations for April 2004.

Mr. Gray stated there were several incidents and minor alerts of mainly gear indication problems

## **MEETING SCHEDULE**

### **8. Action**

Review/Modify 2004 Meeting Schedule.

Mr. Gray stated the regular meeting schedule is included in the commission packet and the next meeting would take place on June 9<sup>th</sup>. Mr. Gray noted there may be some schedule issues during the summer months and for the Commissioners to let staff know if they will be out of town to determine if they will have a quorum. Chairman Maxwell indicated that he would not be available July 14<sup>th</sup> and September 8<sup>th</sup>.

## **PUBLIC COMMENT**

There were no public comments.

## **DIRECTOR'S REPORT**

Mr. Gray stated several members of staff attended a conference where a representative from the TSA, General Aviation Division, shared with them the general aviation security recommendations that will be coming out in the next few weeks. Mr. Gray noted that everything the TSA presented, Scottsdale either already maintains or exceeds the TSA's recommendations. He does not believe there will be anything of major significance. He added TSA is still working on several additional items generally signage, fencing, and awareness and we have already gone well above and beyond their recommendations. Mr. Gray added there will be a TSA General Aviation Security Workshop in Washington in July. Mr. Gray stated it is his goal to have a staff member attend that workshop.

Mr. Gray stated the City is looking at a noise-related issue, hopefully it will be forthcoming at the next meeting, relevant to federal legislation regarding Stage 1 and Stage 2 business aircraft. Morristown, NJ is heading up a group to see if federal legislation can be passed similar to what was passed for commercial aircraft. They have asked a number of airports across the country for their input and if they would be supportive. Mr. Gray said it appears that Scottsdale would be assisting in that manner, but the specifics haven't been developed yet. He hopes to have more information in the next few weeks.

## **ITEMS FROM THE COMMISSION**

Commissioner Mack asked if the business permittees who leave the airport have their security system or ID cards collected when they no longer do business here. Mr. Gray stated if they return their Prox card, their security deposit is refunded and the card access cancelled. If they fail to turn in their access card it is inactivated in the system and they can no longer access the airfield, and they do not get their deposit refunded.

Commissioner Guilfoy advised the Commission he was at a conference in Las Vegas last week where he met with Bill Boyer, president of AOPA. Commissioner Guilfoy said he thanked Mr. Boyer for his article in the local paper in support of airports.

Commissioner Mack stated he received a call from Representative J. D. Hayworth's office saying they received over 20 phone calls from citizens concerned about the new Frank Lloyd Wright Tower being so close to the airport. Mr. Gray said he did not receive any calls from Rep. Hayworth's office, but when they went through the analysis of that particular tower being built it was not considered an obstruction, and will actually serve as Point Bell for the helicopter operations, and since it is lit at night, it will be easier to find. Commissioner Mack noted there may be an increase in noise complaints over the weekend due to the military flybys taking part in the Armed Forces Day event at Rawhide.

**ADJOURNMENT**

The meeting was adjourned at 6:50 p.m.

Respectfully submitted,

D. Maggiola  
Administrative Secretary